

INFORMATION REPORT

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COUNTRY USSR (Leningrad Oblast)

DATE DISTR. 27 February 1952

SUBJECT Leningrad Airfield

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DATE OF
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1. The airfield south of Leningrad, Leningrad Oblast, was a civilian airfield called Leningrad Aeroport. There were two railroad overpasses about 1 1/2 km northeast of the field. The road to Pushkin (30°21'N/59°42'E) which branched off from the Moscow road was exactly in line with the runway of the field. The area which bordered the runway on the southwest was ungraded and not serviceable for aircraft. (1)
2. The runway was about 3 km long. The older section of the runway which was 1 to 1 1/2 km in length was surfaced with hexagonal concrete slabs which were manufactured at the field. A black strip, apparently for orientation, ran down the middle of the runway. At night the northeast edge of this runway section was marked off by eight to ten red boundary lights. A length of 400 meters of the new section was completed by 9 December 1949. It was surfaced with the same material as the old section but had no boundary lights. The remaining 1 to 1 1/2 km of the runway was under construction. The runway was bordered on the northwest by an old Soviet mine field from which the mines had not been completely removed as of December 1949. The runway could be extended toward the northwest if the area were free of mines.
3. The aircraft parking site, 50 x 200 meters, was connected with the runway by two taxiways, each about 25 x 100 meters. Four red boundary lights were arranged in a semi-circle about 1 1/2 km from the southeast end of the runway. The easternmost light was located by the side of the DF station, the second light was between the roads to Pulkovo and Pushkin, and the other two lights were on the northern perimeter of Pulkovo. The first two lights were fitted on wooden masts about 25 meters high, and the other two appeared to be mounted on the roofs of buildings in Pulkovo. The distance between the lights was estimated at about 500 meters. The lamps were oval-shaped on top and had red glass panes with metal frames. (2)
4. The DF station, called Mayak Radio, was south-southeast of the airfield, on the northern side of the road to Pushkin, and about 700 meters from the point where the Pushkin road branches off from the Moscow highway. The area of the station was 300 x 350 meters and was surrounded by a wooden fence 1.7 meters high. The DF station had two working rooms and one ante-chamber. A generator

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(Diesel engine) 1 x 2 x 1 meters was in one work room. The DF or transmitter installation, a sheet metal box 2 x 2 x 0.75 meters, marked with an English inscription, was in the other work room. Several wires led from this room to a wooden mast at the side of the building. There was a boundary light on top of the mast. A telephone connection ran from the second room to the airfield. A small wooden guardhouse, painted a bright red, was located in the southern part of the area. The guardhouse was not occupied in August 1949.

5. An aircraft hangar, 20 x 100 x 150 meters, a steel construction with a round **corrugated sheet** metal roof, was under construction. PWs said that the hangar was dismantled in Germany and unloaded at the field in 1945. Another hangar of an unknown size was partially destroyed. It was used for the storage of cement. The southeast corner of the hangar carried a wind sock with black and white stripes.
6. There was an aircraft repair hangar, called Iam I, which consisted of several sections. (3) A total of 30 to 35 unpacked aircraft engines were stored in the aircraft engine hangar. [redacted] 25X1
said the engines were 1700 rpm biplane engines. The engines were produced in 1947 and 1948. Wings, fuselages, engines, mainly for biplanes, and parts for commercial planes stationed at the field, were stored in the assembly hall for biplanes. There was no machinery in this hall. Repairs on commercial aircraft were conducted in front of the hangar.
7. There were three transformer stations, two of them in operation. PWs, who were assigned to the cable construction detail, said that the entire cable net was to be 40 km long.
8. The field also contained a three-story barracks for the field fire brigade, three log-houses for pilots and four or five three-story dwellings for members of the airport construction detail ('eroportstroj).
9. The Soviet staff of PW Camp No 7712 were members of LVD Regt No 225. The AL had the white number 225 embroidered on red epaulets.
10. Some members of the airfield administration wore dull blue uniforms with insignia consisting of a wheel with two wings embroidered in white which were worn on the collar patch and on the left sleeve. Captain Sternberg (inu) was the chief of the airport construction detail. (4) Voprovsky (inu) (phonetic spelling), a former Polish captain who wore the blue civilian uniform only on special occasions, was chief of the aircraft repair hangar.
11. PWs said that Soviet civilian aviation student pilots were stationed at the field. [redacted] with 25X1
the commercial planes which were permanently stationed at the field. (5)
12. The field was occupied by about 30 twin-engine commercial planes with radial engines and single-rudder assemblies, some with and some without nose wheel; and by three or four biplanes, including one or two ambulance planes with a red cross on the fuselage and wings. Three or four of the commercial planes made regular long distance flights; the rest were restricted to training flights. (6)
13. About 65 motor vehicles were at the field, including 15 old ZIS 3-ton trucks; twelve 6-ton dump trucks of US make; five 6-ton Studebakers; five Stalin tractors which were full-track vehicles; three or four fire trucks; two three-axle ZIS **tank trucks** with double tires at rear; two busses; one full-track Universal II tractor; one tractor of US make for grading the runway; and one truck used for the transmission of take-off commands. The latter was a half-track vehicle with wheels in front and tracks at the rear, and had a

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closed, box-like superstructure, painted with large black-white lateral stripes, with plexiglass cupola and rod antenna on top. (7)

Comments.

- (1) For location of airfield, see Annex 1. For layout sketch of buildings and installations at the field, see Annex 2.
- (2) For sketches of parking site and boundary light, see Annex 3.
- (3) For sketch of the aircraft repair hanger, see Annex 3. It is believed the word "Larn", [redacted] is a misinterpretation of the word "Parn", meaning a military depot or warehouse.
- (4) Sternberg was repeatedly reported as a German engineer who held a leading position in the improvement of the field.
- (5) The civilian aviation student pilots are reported for the first time.
- (6) The twin-engine commercial planes are IL-12s and IL-12s.
- (7) For sketch of the truck used for the transmission of take-off commands, see Annex 3.

3 Annexes. Sketches.

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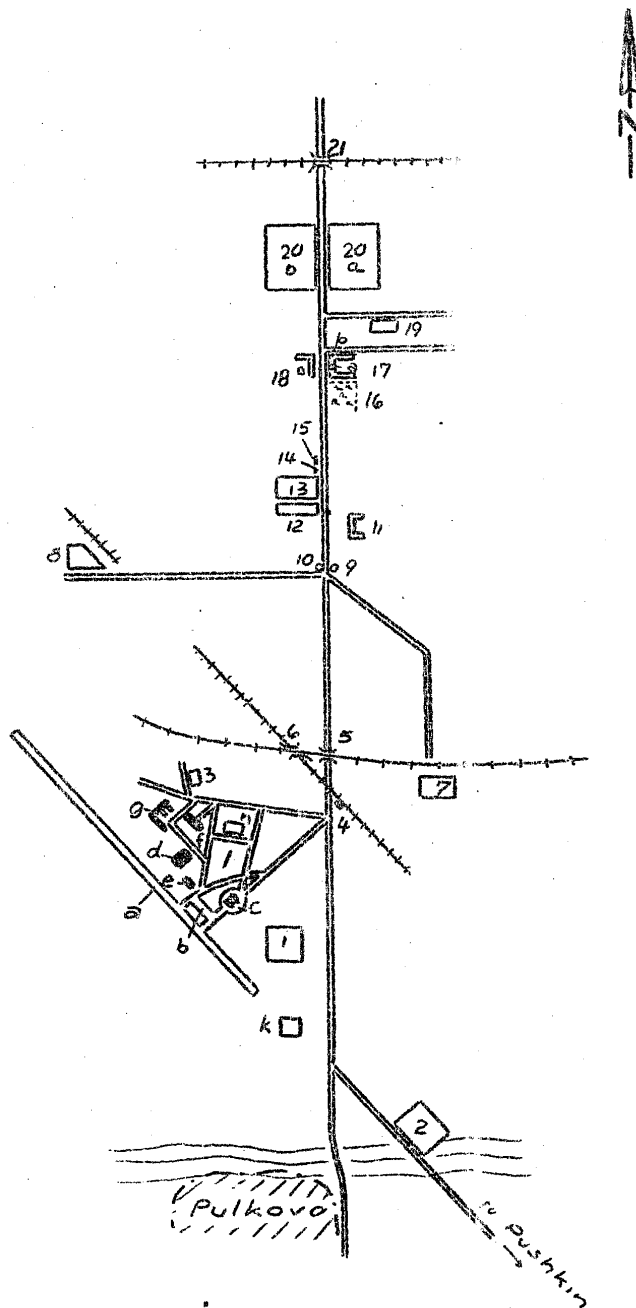
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Attachment 1
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Location Sketch of Airfield South of Leningrad



scale 1:50,000

For legend, see
next page.

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Attachment 1 25X1

Page 2

Legend:

1. Airfield.
 - a. Runway.
 - b. Parking site.
 - c. Administration building.
 - d. Hangar.
 - e. Hangar with wind sock.
 - f. Aircraft repair hangar.
 - g. Building.
 - h. Fuel dump.
 - i and k. Enclosed areas.
2. Dr. station.
3. Sawmill and workshop.
4. Startsiya Shoseynaya Railroad Station.
5. and 6. Overpasses.
7. Meat plant.
8. PW Camp No 393/4.
9. Stalin monument.
10. Lenin monument.
11. Communist Party building.
12. Paint factory.
13. Auto Zavod.
14. Dwelling.
15. Dwelling for 10 German engineers.
16. Moscow Park.
17. Residential block.
 - a. Dwelling of divisional commander of Guard Regt No 225 (guard of PW camp).
 - b. Dwelling of regimental commander of Guard Regt No 225.
18. Fire-brigade school.
19. PW Camp No 393/7.
20. a and b. Elektro Sila (electric engine factory).
21. railway overpass.

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CENTRAL INTELLIGENCE AGENCYAttachment 2
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25X1Legend:

1. Hangar.
2. Aircraft repair hangar, Larn I.
 - a. Storage space for aircraft parts.
 - b. Steel smokestack.
3. Runway.
 - a. Old section.
 - b. Completed new section.
 - c. New section under construction.
 - d and e. Taxi strips.
 - f. Aircraft parking site.
4. Administration building, 100 x 100 x 20 meters. This was a three-story brick building, with a flat roof having a small superstructure. The building had an artificial marble interior and was fronted by a row of columns. This structure housed administrative offices, a motion picture theater, a restaurant and a weather station.
5. Reconstructed hangar.
 - a. Windsock.
6. Building with two wings, housing:
 - a. Garage with motor vehicle repair shop.
 - b. Fire department.
 - c. Section of building, use unknown.
 - d. Soviet Headquarters of PW Camp No 7712.
 - e. PW Camp No 7712.
7. Power plant, 30 x 25 x 20 meters. This was a permanent brick building constructed between spring and September 1945. This building was not yet equipped or in use.
- 8 and 9. Transformer houses.
10. Garage.
11. PW for airfield personnel.
12. Small dwellings.
13. Fire department.
14. Transformer house.
15. Storage sheds, called Larn III.
16. Fuel dump.
17. Three-story factory kitchen with club rooms for members of the airport construction detail (Aeroportstroil).
18. Dwelling.

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19. Sawmill with workshop.
20. Partially enclosed area.
 - a. Small house.
21. Enclosed area.
 - a. Small house.
22. Area of DF station.
 - a. House, 6 x 7 x 7 meters. A two-story brick building having three rooms, kitchen and veranda, accommodating three men. This house was built between April and September 1949.
 - b. DF station, 6 x 6 x 6 meters. A two story building built after 1949.
 - c. An earth bunker with an inside area of 2 x 3 meters, constructed in 1949, used as a dump for diesel fuel.
 - d. Entrance.
23. Stantsiya **Shoseynaya** railroad station.
24. Site of proposed new administration building.
- Underground cable.
- * Boundary lamps for airfield and landing field.

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Attachment 3
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Legend:

Plan view of Aircraft Hanger Larn I

- a. Main hall, 10 x 30 x 30 meters, a steel structure with brick walls. The framework of this building was completed.
- b. Aircraft engine hangar 25 x 12 x 15 meters. This was a permanent brick building with a round roof made of concrete slabs.
- c. Assembly hall, 20 x 12 x 15 meters, of the same construction as the main hall. This hall was called Montage Tselkh by the Soviets.
- d 1 and d 2. Workshops under construction.
- e. Assembly hall, 20 x 20 x 12 meters. This was a permanent brick building with a round roof. PW's called this the assembly hall for biplane.
- e 1 and e 2. Gates.
- f. and g. Two workshops, 15 x 20 x 12 meters, permanent brick buildings, one was used as a storage room for construction tools. The use of the other room was not known.
- h. Storage space for aircraft parts.
- i. 1 and i 2. Two engine test stands.
- j. Boilerhouse under construction, in which there were two containers each 5 meters long and 2 meters in diameter.
- k. Empty workshop.
- l. Annealing shop, equipped with an annealing furnace with a blower and a steel basin used to warm the aluminum plates.
 1. Sheet metal smokestack.
- m. Rooms, the use of which was not known.
- n. 1 and n 2. Part of a three story building which housed workrooms and lathshops downstairs and offices upstairs.
- c. Corridor.

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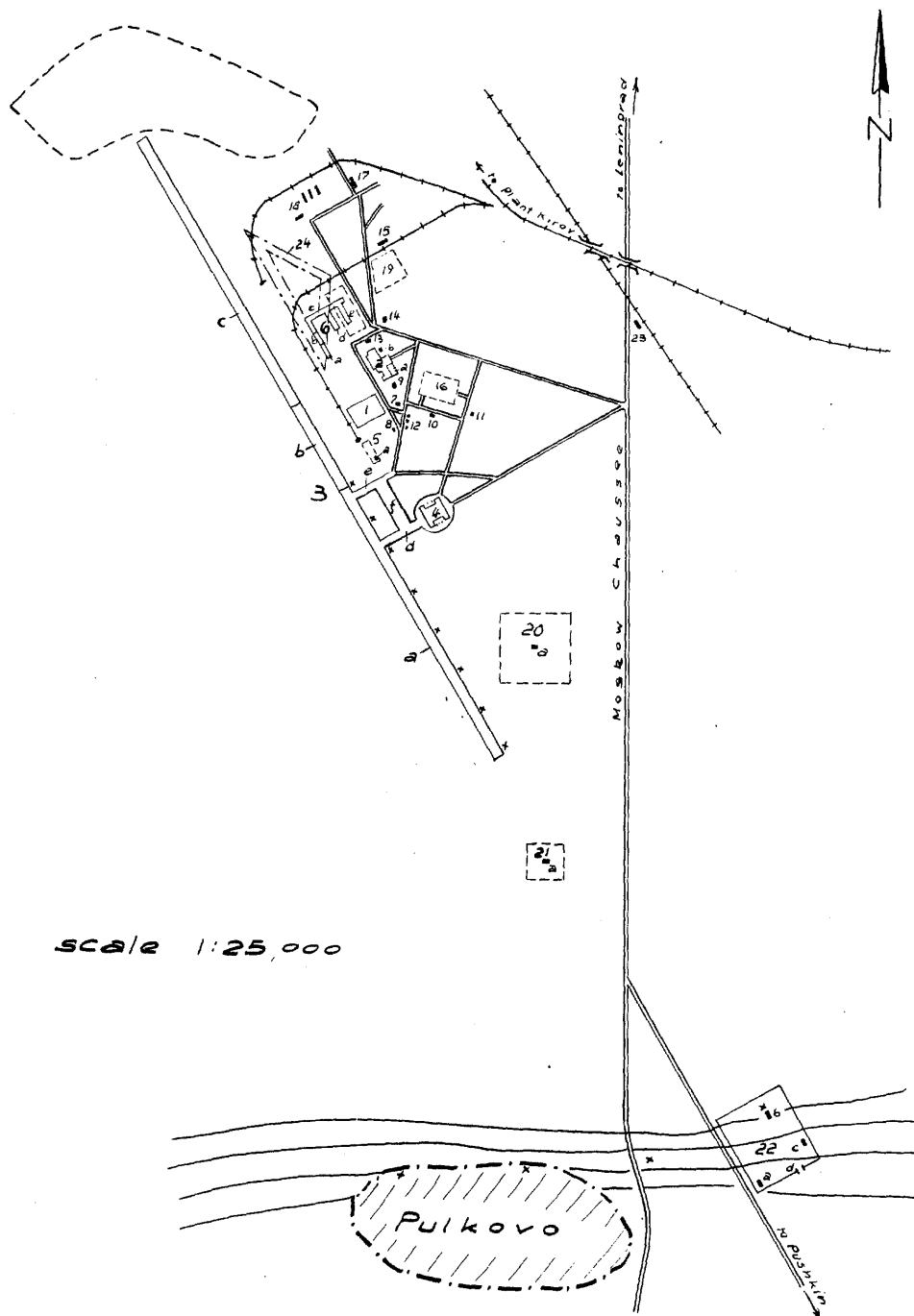
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Annex 2 to

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Layout Sketch of Airfield South of Leningrad

Submitted by
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For legend, see report.

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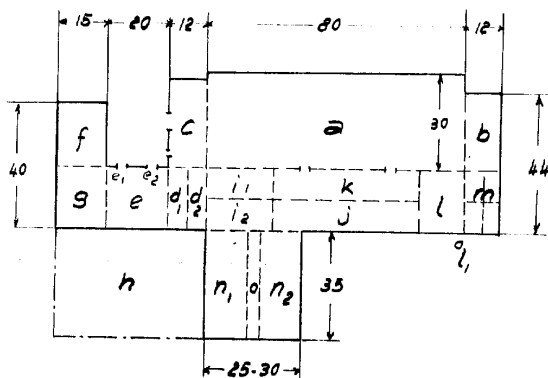
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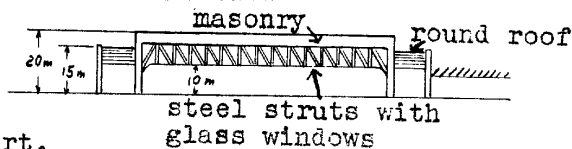
AIRCRAFT REPAIR HANGAR LAMM I

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Plan view



Front view



For legend, see report.

Runway and Parking Site

Runway

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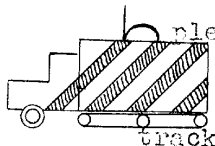
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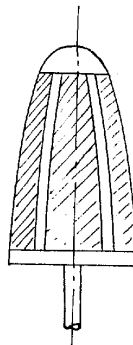
Parking site for 3 or 4 aircraft
flying regularly

Truck Used for the Transmission

of Take-off Commands
rod antenna



Boundary Lamp



red glass
metal frame

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